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Title of Document: Conservation Plan for the Mid-Town Industrial Conservation Project

Prepared By: Norfolk Redevelopment and Housing Authority

Prepared For: NRHA and City of Norfolk

Date of Preparation: June 1988

Status (as of January 2012): Adopted by City Council in 1988.

Civic League(s)/Organization(s) Affected: Villa Heights, Olde Huntersville

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Planning and Community Development.

**CONSERVATION PLAN
FOR**

**MID-TOWN
INDUSTRIAL
CONSERVATION PROJECT**

Norfolk Redevelopment and Housing Authority



CONSERVATION PLAN
MID-TOWN INDUSTRIAL CONSERVATION PROJECT
NORFOLK, VIRGINIA
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June 1, 1988

CONSERVATION PLAN FOR THE MID-TOWN INDUSTRIAL
CONSERVATION PROJECT

A. Description of Project

1. Boundaries of the Conservation Project Area

Beginning at the point of intersection of the eastern line of Monticello Avenue and the southern line of 16th Street; Thence northwardly along the eastern line of Monticello Avenue to the southern line of 26th Street; Thence eastwardly along the southern line of 26th Street to the western line of Leo Street; Thence southwardly 615' \pm to a point on the southern line of 23rd Street 350' \pm from the eastern line of Gazel Street; Thence southwardly 144' \pm to the northeastern P.C. of a curve on the northern line of Rugby Street; Thence westwardly 40' \pm to a point on the centerline of Rugby Street; Thence southwestwardly 290' \pm to a point 223' \pm from the intersection of the northern line of West Avenue and the western line of Pollard Street; Thence southeastwardly to a point on the western line of Pollard Street 25' \pm south of the northern line of West Avenue; Thence southwestwardly 100' to a point on the extended southern line of West Avenue; Thence southeastwardly to the northern line of Middle Avenue 100' from the western line of Pollard Street; Thence westwardly along the northern line of Middle Avenue to the southern right-of-way line of the Norfolk and Western Railway; Thence westwardly along said right-of-way to the eastern line of O'Keefe Street; Thence southwardly 120' \pm to a point on the eastern line of O'Keefe Street; Thence westwardly to the western line of Chase Street; Thence southwardly along the western line of Chase

Street to a point 120' \pm from the northern line of C Avenue; Thence westwardly 370' to a point 120' \pm from the northern line of C Avenue; Thence northwardly 100' \pm to a point 90' \pm from the eastern line of Church Street; Thence westwardly to a point on the eastern line of Church Street 228' \pm from the northern line of C Avenue; Thence southwardly along the eastern line of Church Street to its intersection with the extended northern line of 18th Street; Thence westwardly along the northern line of 18th Street to a point 100' \pm from the western line of Elmwood Avenue; Thence southwardly to a point on the northern property line of Elmwood Cemetery; Thence westwardly along the northern line of Elmwood Cemetery to its intersection with the extended southern line of 16th Street; Thence westwardly along the extended southern line of 16th Street, which becomes the southern line of 16th Street after crossing the Norfolk and Western Railway, to the point of beginning.

2. Description of Existing Conditions

The Mid-Town Industrial Conservation Project is located in the North Church Street area and forms the eastern half of Planning District 58. The area is generally bounded on the west by Monticello Avenue; on the north by 26th Street; on the east by Leo Street and Pollard Street; and on the south by Elmwood Cemetery and the Norfolk and Western Railroad right-of-way. The area contains approximately 106 acres.

LAND USE

The project area contains an older industrial district originally developed around the turn of the century. It is zoned M-1, limited manufacturing and M-2, light manufacturing. Many of the industrial buildings are multi-story masonry structures developed closely adjacent to now-abandoned railroad spurs. These buildings occupy a very high percentage of the land area on which they are situated and little or no land area is available for modern uses such as automobile or truck parking, set backs, landscaping, or other purposes generally provided for in modern industrial buildings. As a result the area is obsolete and impairs healthy growth and any more intensive industrial development.

The obsolescence of the area is demonstrated by the fact that a number of the industrial or commercial buildings in the project are now only partially occupied. Other buildings are being used for

purposes not originally intended. For example, there is a flea market operating out of what was formerly a gasoline service station. The vitality of the project area is on the decline.

There are approximately twenty-five (25) residential structures in the project. They are not in conformance with the existing zoning or the City's presently proposed land uses for the project. Most of the residential properties are dilapidated rental structures which have outlived their economic usefulness. These buildings constitute a deleterious land use scattered through the industrial district.

While there are some viable businesses, the entire district is outdated, drab and stagnant in relation to the newer industrial areas in the City. The great majority of the structures were constructed without thought to design or aesthetics. Little attention has been given to amenities such as landscaping of public areas and the planting of street trees which would beautify or distinguish the area. The lack of progress or modernization is reflected in a lack of pride in the neighborhood evidenced by accumulation of trash, debris, wrecked cars and other attributes of deterioration.

BUILDING CONDITIONS

In December 1987, Authority staff conducted an exterior survey to determine the general condition of the specific properties in the area. The exterior of every structure was visually inspected and classified based on staff observations. The following categories were used:

- Good - structure is well maintained, minimal exterior deterioration
- Fair - structure in need of repairs beyond normal maintenance
- Poor - structure has experienced extensive exterior deterioration and the economic feasibility of rehabilitation is unlikely.

91 structures were surveyed in the Mid-Town Industrial Conservation Project Area. Twenty-six (26) structures or 28.6% of the buildings, were identified as being in apparent good condition. However, it has been the Authority's experience in administering the Conservation Program in eleven separate project areas over the past twenty years that interior inspections (which have not yet been done) reveal that rehabilitation to upgrade plumbing, electrical wiring, and other mechanical systems is generally necessary for structures of this age even though initially classified as being in apparent good condition. Accordingly, less than half of these twenty-six structures will, in all probability, be found to be in good condition inside and out.

Forty-three (43) or 47.3% of the structures were classified as being in fair condition. Deficiencies vary from structure to structure. Typical problems include: deteriorated roofing materials, flashing which has rusted through, trim and cornice boards which have rotted out, gutters and downspouts which have rusted through or come loose from the structure, and painted surfaces with loose, cracked, or

peeling paint. These buildings will require substantial rehabilitation.

24.2% or 22 structures in the project area are in such poor condition that economically feasible rehabilitation appears doubtful.

More comprehensive interior inspections by Authority staff will probably result in down-shifting among the building condition categories. Properties initially identified as being in good condition may have significant interior deficiencies while other properties identified as in fair condition may be poor prospects for rehabilitation after interior inspections are performed.

ENVIRONMENTAL CONDITIONS

There are significant environmental problems which are contributing to the deterioration of the project area. Trash, litter, and debris are found throughout the area. Vacant lots are covered with weeds and, in several cases, the partial foundations of demolished buildings. There are two large junk yards in the area which add to the blighted condition of the district. Derelict, abandoned motor vehicles were identified throughout the proposed project area prior to a concerted effort to rid the area of this problem. Although a number of vehicles have been removed, the underlying conditions have not changed and others will probably take their place.

The public infrastructure in the Mid-Town Industrial project contains some segments which are in need of upgrading, repair or replacement.

There is a need to repave and widen several collector streets. Street gutters and curbing is needed throughout the project. Sanitary sewer and water lines are in need of inspection, repair and in some instances extension to better serve the industrial needs of the district. Sidewalks are lacking along a number of streets. Street trees and other landscaping is minimal. Street lights are needed to improve public safety, illumination and nighttime driving conditions. The storm drainage system for the area is deficient. Minor flooding occurs after a storm.

The Church Street roadway, (which bisects the project and provides its major access) is in need of widening and substantial improvement to better serve today's traffic demands.

SOCIO-ECONOMIC CONDITIONS

A number of changes have taken place during the past several years in the socio-economic characteristics of the planning district in which the project is located. They relate both to structures and population and point up a gradual and noteworthy decline in the stability of the area.

The percentage of households with incomes below the poverty level was 30.3% in 1984 as compared with a City-wide average of 16.4%. The percentage of families receiving food stamps in 1984 was 27% which was twice the City-wide average of 14.8%.

Planning District 58 contained 630 housing units in 1984. Of these

74% were occupied by renters rather than owners. (The City-wide percentage of rental occupancy was 54%). The vacancy rate for these units in 1984 was 13.7%, or nearly double the City-wide vacancy rate of 6.8%. The high ratio of rental units and the high vacancy rate demonstrates the transient nature of the resident population of the project area.

The number of female-headed households with children in Planning District 58 also increased during this period. At a time when the number of households headed by females decreased on a City-wide basis, the number of female-headed households in the Project Area increased slightly. By reason of this, the incidence of female-headed households with children went from 146% of the City-wide rate in 1980 to 194% in 1984.

Over 53% of the households in the Project Area had an income less than \$15,000 in 1984, compared to 38% of the households City-wide.

The chances of being a victim of a violent crime is four times greater in Planning District 58 than in the City as a whole. The Planning District has a rate of 17.64 violent crimes per 1,000 persons while the City-wide average is 4.57 per 1,000 persons. Only 7 out of the City's 87 planning districts rank higher than the Project Area for the number of violent crimes. Crimes to property increased 48% between 1982 and 1984, with only 5 out of 87 planning districts having a higher property crime rate than this area. There were 18.64 fires per 1,000 housing units in 1984 in the area compared

to a City-wide rate of 6.63 fires per 1,000 housing units.

SUMMARY

In summary, the Mid-Town Industrial area exhibits a number of pervasive problems which require attention. The rundown appearance of the area, the recurring problem with trash, litter and debris, the lack of aesthetic appeal, all combine to create a poor image of the district, an image not calculated to attract new industrial development. There are several public improvements, principally the upgrading of Church Street, which are required to provide the modern infrastructure needed in any industrial district. There is a conflict in existing land uses, caused by the incompatibility of the scattered residential units to the industrial properties. The area lacks the appearance of economic vitality as there has been little new construction in recent years and idle land and buildings are found throughout the project. Present conditions present a strain on municipal services as they require greater than normal police protection, trash removal, and building and code enforcement.

There is a compelling need for a concerted comprehensive effort to improve the area, to upgrade conditions and to reverse the decline which the area is experiencing.

3. Relationship to Local Objectives

The Mid-Town Industrial Conservation Plan will implement the desires of the City of Norfolk expressed in the North Church Street Business Area Action Plan (the Action Plan) which was approved by City Council

in August of 1987. The City's Plan, as does this Conservation Plan, calls for a more compatible range of land uses within the project area, improved vehicular access to and through the project area, improvements to the public infrastructure, and the rehabilitation of real property to conform to agreed-upon minimum standards.

The land use objectives set out in the Conservation Plan are compatible with the land use objectives the City has established. The Conservation Plan will facilitate the growth of industrial development called for in the Action Plan.

Improvements to the vehicular circulation system and provision of curbs, gutters and street landscaping will be undertaken in close cooperation with the staff of the City of Norfolk and appropriate local transportation officials.

B. Project Proposals

1. Plan Objectives

The objectives of the Mid-Town Industrial Conservation Plan are:

- a. the arrest of deterioration and the removal of blight, obsolescence and incompatible land uses;
- b. the encouragement of and assistance to property owners or occupants to improve their respective holdings in order to further the establishment of a viable industrial district which in turn will encourage other investment, promote business and industry and further the general welfare;
- c. the creation of an environment which is conducive to the growth of industry and commerce, which fosters job opportunities and encourages appropriate uses of real property;
- d. the provision of needed public improvements to better serve the needs of the community;
- e. the rendition of assistance to the construction, reconstruction, rehabilitation or sale of commercial and industrial properties by making loans or grants of funds received from public or private sources.
- f. the acquisition, rehabilitation or clearance of

deteriorated property, of property needed for public use and other property, the use or condition of which is inconsistent with the purposes and objectives of this Conservation Plan or the provision of the zoning ordinance of the City of Norfolk.

2. Property Acquisition

The Boundary and Land Acquisition Map, Exhibit One, identifies properties to be acquired because they appear infeasible of rehabilitation or their land use is inconsistent with the purposes and objectives of the Conservation Plan.

Properties within the Project Area will be inspected to determine whether or not they comply with the provisions of the Conservation Plan Rehabilitation Standards (Exhibit 3, the Standards). The owners of property which does not comply with the Standards will be notified in writing of observed deficiencies and of the need to bring the property into compliance. In the event that the property has not been made to comply with the Standards within one year after receiving a written request for such compliance, then the Authority may proceed to acquire the property by deed or condemnation. The Authority will resort to condemnation only for failure to correct significant discrepancies, by which is meant a discrepancy which affects the safety or health of an occupant or which would have a substantial negative impact upon an economic evaluation of the property.

Upon acquisition of project property, whether by deed or condemnation, the Authority will either (1) sell or lease the property under a contract obligating the buyer to renovate the same to bring it into conformance with the Standards and the objectives of the Conservation Plan, or (2) demolish the structure or structures upon the property and then dispose of land for redevelopment for uses which are consistent with the provisions of the Conservation Plan, or (3) renovate the property to bring it into compliance with the Standards and dispose of the property for sale or lease or (4) dispose of unimproved land for redevelopment for uses in accordance with the Conservation Plan.

In those instances where acquired property is subsequently resold or leased to a private developer, the disposition documents will contain appropriate restrictions to insure that rehabilitation will be completed and that the property will be used in a manner which is consistent with the purposes and objectives of the plan. Such restrictions shall be imposed as covenants running with the land for a period of not less than forty years after the date of the deed of conveyance.

3. Financial and Technical Assistance

The Authority will provide financial, technical and design assistance to property owners to assist them in improving their holdings to meet the requirements of the Rehabilitation Standards of the Conservation Plan and to enhance the suitability of the Project Area for industrial and commercial development.

To the extent such financing is available, the Authority will provide permanent financing at favorable terms to qualifying borrowers for the construction, repair, rehabilitation or expansion of real property improvements. The financing provided by the Authority will serve as an inducement to encourage industrial and commercial development in the area and to facilitate the improvement of property at least to the level required by the Standards. Determination of eligibility for a loan will be made on an individual basis by Authority staff following a review of the borrowers' qualifications and the indicated repairs or improvements.

Comprehensive technical assistance will also be offered to property owners within the project area to aid in the repair of property. At the property owner's request, an Authority staff member with training and experience in commercial and industrial rehabilitation will be assigned to assist in planning and execution of the work to be done. If requested by the owner, the staff members will assist the owner in his selection of a contractor, but any resulting contract will be solely between the owner and the contractor. The Authority staff will, for its own benefit, make periodic inspections of the progress on the work in order to determine the appropriateness of making payments on its loan and to ensure compliance with the Standards.

In an effort to improve the physical condition of the buildings and the visual image and aesthetic appeal of the project area, Authority staff will offer property owners design assistance in site arrangement, facade improvements, and landscaping.

A significant portion of the land within the project is not being used to its optimum effectiveness. To stimulate more efficient and productive use of under-utilized property, Authority staff will offer property owners advice on general site use efficiency analysis. This site analysis assistance will be provided to aid the property owner in achieving the full potential of the real property.

Site Use efficiency and design guidelines for the Mid-Town Industrial District are presented in Exhibit No. 4 and Exhibit No. 5. These guidelines outline recommendations for developing an efficient and functional site layout and offer suggested criteria for facade improvements, screening and landscaping.

4. Public Improvement

The following priority for public improvements has been determined for the Mid-Town Industrial Project Area:

1. Accelerate the design and construction of the widening of Church Street;
2. Identify the need for and install additional street lights as required;
3. Develop and implement an internal street improvement program to include expanded pavement widths, resurfacing, curbs, gutters, sidewalks and storm drainage facilities;

4. Develop and implement a street tree planting plan.
5. Undertake improvements to the public utility system so as to adequately serve the area with sanitary sewer and water service.

In order to execute identified public improvements during the life span of the project, the Authority will endeavor to obtain the necessary funds to accomplish the identified public improvements, but constraints beyond its control may limit the scope and/or timing of these improvements. The Authority will continue to monitor the Project Area throughout the life of the Project in order to identify and address public improvement deficiencies.

5. Design Review

To establish and maintain property values, to ensure the aesthetic and functional coordination essential to carrying out the objectives of the Plan, and to assure continuous maintenance of the Project, developers who purchase project property from the Authority shall be required, as a condition precedent to their acquisition of the project land, to agree to the review and approval by the Authority, the Norfolk Design Review Committee and the City Planning Commission of the detailed plans, final working drawings and specifications of all proposed improvements. Such reviews and approvals will be concerned with but not limited to site planning, architectural layouts, construction materials, landscaping, access, and advertising and identification signs. The aforementioned approvals of plans and

specifications shall not relieve developers of their separate obligation to comply with all applicable codes, ordinances or regulations issued by appropriate authority.

6. Coordination of Programmatic Initiatives

It is recognized that the resolution of the problems facing the Mid-Town Industrial Conservation Project Area will not only require an intensive effort on the part of the Authority and its program capabilities but also a close working relationship with several key City departments and with the Mid-Town Industrial Business Association and the Mid-Town Project Area Committee. (The Project Area Committee and the Mid-Town Industrial Business Association are more fully described on page 23, Citizen Participation.) It is intended that the City Planning, Public Works, Utilities, Parks and Recreation, Community Improvement and Public Health Departments as well as the Mid-Town Industrial Business Association and the Project Area Committee will be closely involved in the coordination and implementation of the program initiatives proposed for the project area.

C. Land Use Plan

The general land use plan for the Mid-Town Industrial Conservation Project provides for the area to be developed with industrial and commercial land uses and in a manner similar to a modern industrial district. The Mid-Town Industrial Conservation Project Land Use Plan, Exhibit 2, is attached hereto and made a part hereof.

Conservation Activities will support the industrial district concept and be compatible with the following existing and permitted uses:

Industrial: Plants, warehouses, factories, manufacturing establishments, transportation, construction trade, and other business and service operations commonly associated with an industrial district.

Commercial: shops, stores, offices and other business operations generally associated with an industrial district.

Public Facilities: street rights-of-way, utility pump stations, fire stations, and other public buildings or improvements generally associated with an industrial district.

D. Other Provisions Necessary to Meet Federal, State, and Local Requirements

1. Real Estate Acquisition and Relocation

In conducting real estate acquisition and family and business relocation activities, the Authority will comply with applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of the Commonwealth (Sec. 25-235 et. seq. of Code of Virginia, 1950) and of the United States (P. L. 91-646, 42 USCA 4601 et. seq.) In the acquisition of real property in the Mid-Town Industrial Project the Authority will make a diligent effort to acquire property by negotiating the purchase at the approved acquisition price before instituting eminent domain proceedings. In addition, the Authority will not require an owner to surrender the right to possession of his property until the Authority pays, or causes to be paid, to the owner or to the registry of the court in condemnation cases, the approved acquisition price, or the compensation awarded by Commissioners in eminent domain proceedings. The Authority will not require any person lawfully occupying property to surrender possession without at least 90 days prior written notice from the Authority of the date on which possession will be required.

The Authority will also administer the relocation program for all families and individuals affected by the acquisition of property by the Authority. No occupant will be required to move from the acquired property until such time as decent, safe, and sanitary living accommodations can be offered the occupant at a rent or purchase price which is within his economic means. All occupants

will be advised of all benefits to which they may be entitled. The relocation program will be administered without discrimination on the basis of race, creed, color or national origin, all as required by law.

There are only 25 residential properties which are susceptible to acquisition over the life of the project. With the priorities presently afforded to displaced persons in seeking new housing, it is believed that this relocation load can be readily assimilated in the relocation program being administered by the Authority. All residential relocatees will be made aware of those relocation benefits they are entitled to and provided with HUD approved literature which further describes their benefits. All residential relocatees will receive priority for obtaining HUD-Section 8 Rent Subsidy Certificates and Housing Vouchers.

2. Changes in Approved Plan

Any proposed amendments to the plan will be made available for review by the Mid-Town Industrial Project Area Committee and will be discussed at a scheduled public hearing. Formal adoption of any amendments will be done by the Commissioners of the Norfolk Redevelopment and Housing Authority and each amendment will be approved by the Council of the City of Norfolk.

3. Life Span of Project Activities

It is the intent of the Authority to proceed diligently to achieve completion of project activities and to obtain the objectives

outlined in the plan. The Project Area Committee has requested that the project activities be completed by the end of 1997 and this has been selected as a target date. To work toward this end, the Authority will select a target area for the initial concentration of program activities. During execution of the Project, the Authority will coordinate project activities and will work closely with the Project Area Committee to maintain momentum. Progress in the Project Area will be documented in quarterly status reports prepared by NRHA staff.

4. Environmental Impact Consideration

The Authority, in coordination with the City of Norfolk, is responsible for preparation of an environmental review record for the Mid-Town Industrial Conservation Project. A finding of "No Significant Effect" will be required by the U. S. Department of Housing and Urban Development for this project as federal financial assistance, principally Community Development Block Grant funds, is expected to be made available for conservation related activities. When completed the Environmental Review Record may be examined and copied during normal working hours at the Fiscal Division, City of Norfolk, Room 807, City Hall, Norfolk, VA 23510. All interested parties will have an opportunity to comment on the Environmental Review Record prior to the project implementation. In the event that some activities are to be conducted within the project area before final environmental clearance is obtained, a special environmental assessment will be completed to determine the impact, if any, of these activities. In accordance with the applicable regulations,

these activities must be shown not to have an adverse environmental effect, not to limit choices among competing alternatives, and not to alter the premises upon which the environmental clearance will be based in any way which effects the validity of the conclusions reached.

5. Non-Discrimination Consideration

The Norfolk Redevelopment and Housing Authority pursues a policy of non-discrimination with regard to race, color, creed, national origin, age, or sex in all aspects of its Redevelopment and Conservation Programs. This policy is in compliance with applicable provisions of all civil rights, fair housing, and equal opportunity laws and regulations.

6. Citizen Participation Considerations

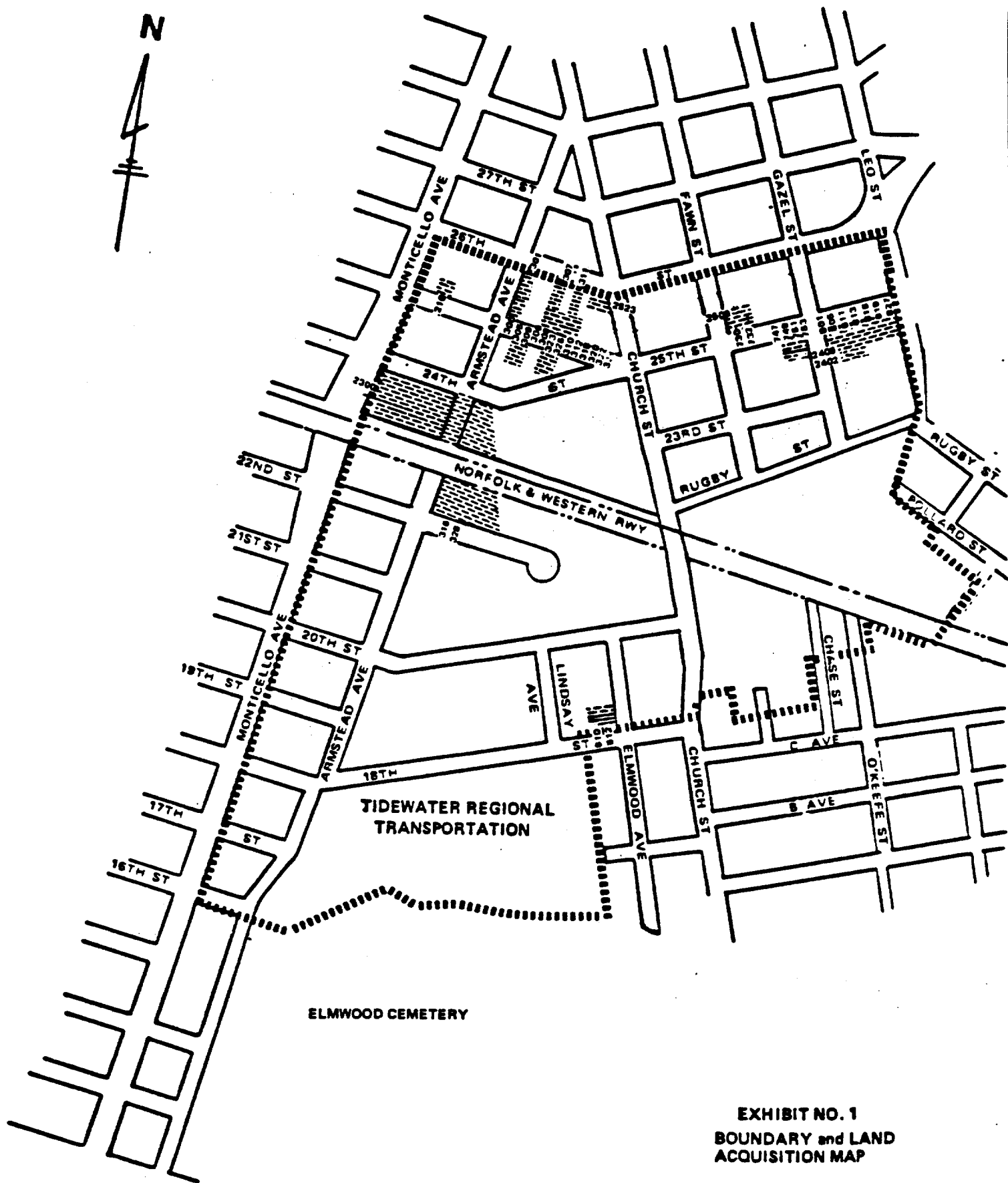
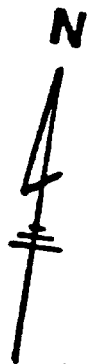
The Authority actively involves project area representatives as well as other citizens and community groups in the development of the Conservation Plan and in the execution of program activities. A Mid-Town Industrial Project Area Committee (PAC) has been established, consisting of six representatives of the district who have met to discuss and assist in the planning and design of the Conservation Project. The PAC has assisted in establishing the project boundaries, in setting Rehabilitation Standards, and in identifying needed public improvements. The PAC has also identified the critical need for the benefits, services, and protection offered by the Mid-Town Industrial Conservation Plan and has voted to endorse the plan. The members of the PAC have taken an active role in discussing the

particulars of the plan with other Mid-Town representatives, and in doing so have facilitated the approval of the plan by the Mid-Town Industrial Business Association. The PAC will continue to have an active role throughout the implementation of the Plan.

At a second level of citizen participation, the Mid-Town Industrial Business Association has reviewed and discussed the Conservation Plan for the project area. The staff of the Authority has briefed the Association on the mechanics of implementation of the Plan. The Association, an area-wide group with representation from all sectors of the business community, voted in support of adoption of the Conservation Plan. NRHA staff will continue to meet with the Association throughout the life span of the Project for the purpose of reporting on the progress of the conservation program and to obtain suggestions, comments, and concerns relative to the program activities.

E. Exhibits

1. Plan Exhibit No. 1 - Boundary and Land Acquisition Map
2. Plan Exhibit No. 2 - Proposed Land Use Plan
3. Plan Exhibit No. 3 - Mid-Town Conservation Project
Commercial-Industrial Rehabilitation Standards
4. Plan Exhibit No. 4 - Design Guidelines
5. Plan Exhibit No. 5 - Site Use Efficiency Guidelines



LEGEND
 To Be Acquired
 Project Boundary

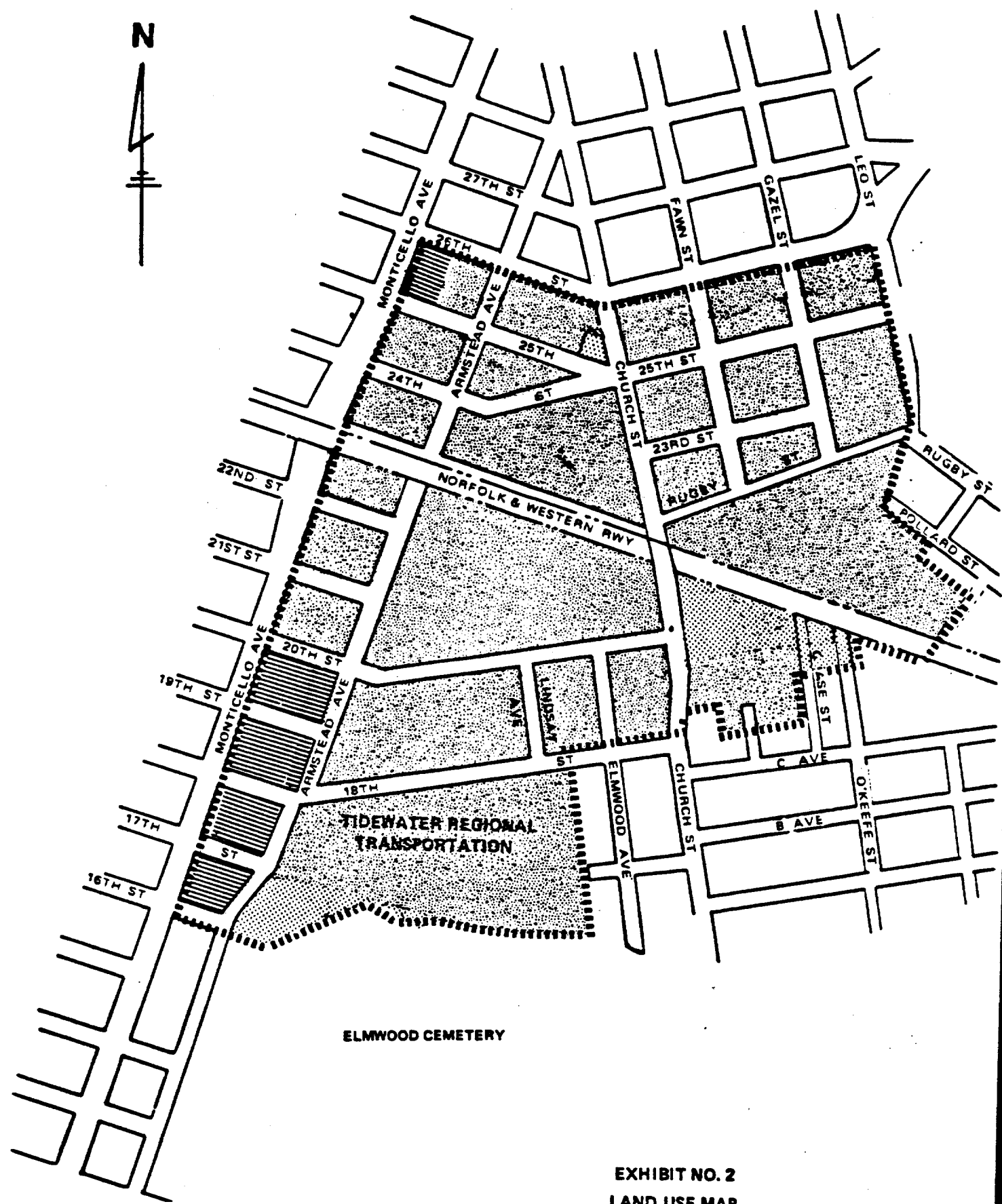


MID TOWN INDUSTRIAL CONSERVATION PROJECT AREA

DRWN. BY che.111

SCALE 1" = 100'

JANUARY 27 1988



LEGEND

-  Commercial
-  Public
-  Industrial



EXHIBIT NO. 2
LAND USE MAP

**MID TOWN INDUSTRIAL
CONSERVATION PROJECT AREA**

DRWN. BY: che.111 SCALE: 1" = 100' JANUARY 27, 1988

PLAN EXHIBIT NO. 3

MID-TOWN CONSERVATION PROJECT
COMMERCIAL-INDUSTRIAL REHABILITATION STANDARDS

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MID-TOWN CONSERVATION PROJECT
COMMERCIAL-INDUSTRIAL REHABILITATION STANDARDS

INTRODUCTORY STATEMENT

These Rehabilitation Standards for the Mid-Town Conservation Project constitute the minimum requirements for the construction, alteration, rehabilitation, repair and/or maintenance of all commercial or industrial properties located in the Mid-Town Conservation Project Area. These standards will be enforced by Norfolk Redevelopment and Housing Authority (the Authority) to achieve the objectives set out in the Conservation Plan.

COMMERCIAL-INDUSTRIAL REHABILITATION STANDARDS

C100. ADMINISTRATIVE REVIEW PROCEDURES

C101-1. Administrative Review Board

Prior to final determination by the Authority that a parcel or parcels of project property are in violation of or default under these standards, the owners thereof, or any persons having a direct interest therein, shall have the right to petition for a review of any determination, requirement, recommendation or finding made at staff level by the Authority. Such petition should be addressed to the Project Administrative Review Board, the members of which shall be appointed by the Authority Board of Commissioners for three year terms and which shall be composed of the following:

1. One member of the staff of the Authority.
2. One person not employed by the Authority, who is a resident of the City of Norfolk, an owner of project property, and a representative of the business organization for the project area.
3. One resident of the City of Norfolk who is not a project resident or owner of project property.

The Review Board shall have the power to make

recommendations to the Authority respecting the compliance with these standards by an individual property or parcel within the project. To that end it may (1) recommend postponing a final determination for a stated period of time (not exceeding two years) if it finds that strict compliance with the standards would be unreasonable, unusually difficult, impractical or would impose an unnecessary or disproportionate financial hardship on the owners; (2) recommend variances to the standards or in the interpretation thereof when satisfied that such action would meet the spirit and intent of the Plan. In all cases, the demonstrated good faith of the property owner shall serve as an important guide in deciding upon the course of action to be pursued.

C102

Variation to Standards

C102-1.

A variation from mandatory provisions contained herein may be permitted by the Authority in specific cases under one or more of the following conditions:

- a. Topography of the site is such that full compliance is impossible or impractical.
- b. Design and planning of the improvements on the specific property offers improved or compensating features providing equivalent desirability and utility.

c. The Authority determines that strict compliance with the applicable standards would impose an unreasonable or disproportionate financial hardship on the owners and that the spirit and intent of the Conservation Plan can be achieved without such compliance.

C102-2. Variations shall be limited to specific cases and shall not establish precedents for similar acceptance in other cases.

C200 GENERAL CONSTRUCTION

C201-1. Condition of Premises

In order to maintain an environment conducive to the development of a successful and attractive industrial district, all property owners and occupants of the premises located in the project area shall carefully maintain their land and all improvements there-on in a safe, clean, and attractive manner, and in a condition of good repair at all times.

C201-2. Site Improvements

C201-2.1 Open space development shall provide for rapid diversion of water away from buildings and its disposal from the property into the City storm drainage system where practical or into other drainage systems if City storm

connection is impractical. Grading and pavement adjacent to a building shall be pitched to assure surface drainage away from the building.

C201-2.2 It shall be the responsibility of the owner to provide and maintain well-defined hard surface areas on the building site for the off-street parking of vehicles for all employees and customers as may be required by the zoning ordinance for its operation. The surface of all driveways and parking areas shall be of concrete, asphalt bituminous or equivalent hard surface material. It shall be the owner's responsibility to extend driveways and parking areas to connect with existing public streets. Paved walkways and steps shall also be provided in appropriate locations to afford reasonable access.

C201-2.3 All open areas on any parcel not used for buildings, storage, parking, access roads and loading areas shall be suitably graded, seeded, and maintained in grass or other equivalent ground cover accented by a reasonable number of trees and shrubs so as to provide an attractive setting for the buildings.

Landscaped areas, including the public right-of-way from the property line to the curb, shall be maintained in a neat and well kept condition. Grassed areas are to be mowed as necessary to keep the grass cut to a height not

to exceed five (5) inches. Landscaped areas are to be kept free of weeds and other trash or debris.

C201-2.4 Exterior appurtenances or accessory structures which serve no useful purpose to the primary business being conducted on the premises, which are not integral architectural features, or which are in deteriorated condition and are not economically repairable, shall be removed. Such structures include, but are not limited to porches, platforms, garages, sheds, wall or fences. Where such an appurtenance or structure is functionally desirable but in a dilapidated condition, it shall be repaired or replaced.

C201-2.5 Where space permits, necessary loading and unloading space, not on a public street, shall be provided for each property.

When necessary to store or keep articles, goods, materials or trash receptacles in the open, the storage area shall be fenced-screened with an appropriate material. For storage yards adjacent to a public street, a fencing material which encloses the yard while permitting a view of the property for security purposes is required. For storage yards adjacent to a residential district the storage yard shall be screened by a visual barrier such as a masonry wall or other

opaque device of sufficient height to effectively screen the area. Storage areas are to be kept free of weeds, trash, and debris.

All exterior surface areas which are not landscaped or grassed shall be paved with a suitable hard surface material. The paved area shall be graded so as to provide for positive drainage away from buildings and to a collection point.

C201-2.6 Sign Control

(a) All exterior signs shall be erected and maintained in a dignified and attractive manner generally limited to identifying the name, business and/or products of the firm occupying the premises.

(b) Inspection of existing signs will be conducted to determine whether or not any portions of the signs need to be repaired. Examples of required repair are broken glass or plastic covering, burned-out lights, structural deficiencies and rusted metal. Signs which are suspended over public rights-of-way should be removed.

C201-3. Materials

Every building shall be constructed of materials that will provide adequate structural strength, durability, resistance to weather and moisture, a pleasing appearance

and economy of maintenance.

C201-4. Structural

- C201-4.1 All structural components of the building shall be in sound condition and of sufficient strength to sustain the particular loading requirements for the use of the building. Sagging floors, partitions, stairs, or bulging exterior walls shall be restored as nearly as practicable to a level and/or plumb position and shall be supported or braced to prevent a recurrence of sagging or bulging. Individual structural members in seriously deteriorated condition shall be replaced. Loose joints of structural members shall be restored to original rigidity.
- C201-4.2 Load bearing walls shall provide safe and adequate support for the loads imposed on them. Structural defects shall be repaired, missing bricks replaced, cracks effectively sealed and exterior walls made impervious to water and excessive moisture.
- C201-4.3 All cornices, entablatures, belt courses, corbels, terra cotta trim, wall facings and similar decorative features shall be put and maintained in good repair with proper anchorage and in a safe condition.
- C201-4.4 Natural ventilation of spaces such as attics, utility, mechanical and crawl spaces shall be provided by openings

of sufficient size to minimize dampness, forestall decay, and prevent an excessive heat build-up. All such openings shall be screened.

C201-4.5 When any building is without solid or continuous perimeter foundation, the opening between the ground and floor shall be closed and covered with masonry construction or other approved material to blend with the architectural design of the structure.

C201-5 Waterproofing

C201-5.1 All roofs shall be of such design and in such condition as to prevent the entrance of water into a building. If a roof is not repairable, a new class A or B 20-year roof shall be installed. All vents, chimneys or other projections which penetrate the roof covering shall be properly flashed with sheet metal or other acceptable materials. Proper flashing and cant shall be provided where the roofing material intersects with walls. Roof water shall be properly disposed of with suitable drainage system which will dispose of this water, preferably to the City storm drainage system or street gutters. Where it is impractical to connect to the City storm drainage system, roof water shall be disposed of on the property in such a way as to avoid draining across any sidewalks, entrances, or adjacent property.

C201-5.2 Exterior walls shall be properly waterproofed to prevent the entrance of water into the building. All openings in exterior walls shall be properly designed to prevent the entrance of water.

C201-5.3 The surface of walls at basements and crawl spaces shall be waterproof to prevent the entrance of water or moisture. Walls which do not presently meet this requirement shall be waterproofed from the outside where practical by using an acceptable membrane waterproofing from the grade line to the footing. Interior treatment of walls by an acceptable process should be used only if the exterior face cannot be economically treated. Area ways at basements shall be provided with area drains where none exist, and existing drains shall be made to operate properly where they do not exist.

C201-6 Finishes

C201-6.1 Exterior finishes shall be of permanent materials which are appropriate for the building and its location. All exposed facades of existing buildings shall present a finished appearance in character with the building on which they are situate. All exterior painted or stained surfaces shall be properly maintained and shall be repainted or restained at least once every five years. All surfaces which cannot be painted or refaced economically shall be cleaned by an acceptable means and

properly waterproofed. Missing bricks shall be replaced and masonry painted where necessary. All fronts and entrances shall be constructed of materials which will assure protection from water and moisture, properly caulked and so designed as to present a pleasing appearance and a harmonious relationship with neighboring buildings.

C201-6.2 Interior ceilings should be appropriate to the use of the building. Where acoustical materials are used, ceilings which show stains or discoloration shall be replaced or refinished. All plaster ceilings with cracks shall be repaired and repainted. Integration of lighting and mechanical systems with the ceiling system is recommended where practical.

C201-6.3 Interior walls shall be free from cracks and discoloration. Surface materials should be appropriate to the use of the area. Economy of maintenance should be stressed in the selection of flooring materials.

C201-7 Stairs

C201-7.1 All stairs or stairways shall be structurally sound, shall be provided with adequate handrails and shall not exceed the rise limits contained in the Norfolk Building Code.

C201-7.2 Stairwells used as required exits from the upper floors of existing buildings shall be built of non-combustible materials, with wall enclosures as required by applicable codes. Openings in the stairwell shall be limited to those necessary for the use of the stairway and each opening shall be fitted with approved fire doors as required by the Building Code.

C201-7.3 Stairwells not required as exits shall be designed so as to prevent the passage of smoke and fumes to upper floors in the event of fire.

C201-7.4 Proper means of egress from a required stair tower to the exterior of the building as required by the Virginia State Fire Code shall be required.

C201-8 Miscellaneous

C201-8.1 Door and window hardware shall be sufficient to provide continuing easy operation and reasonable security. All glass and screens shall be in good condition.

C201-8.2 All buildings and exterior appurtenances shall be protected against termites, rodents and infestation by other vermin. Conditions in any existing buildings which would allow access to the structure by termites, rodents or other vermin shall be corrected so as to prevent future infestation of the structure.

C201-8.3 All buildings constructed of combustible materials shall be equipped with a fire detecting device to warn occupants of the building in the event of fire. All such buildings shall also be equipped with adequate fire extinguishers, kept in readily accessible locations, as required by the Fire Department.

C201-8.4 Each building shall provide plumbing facilities for employees as required by the Plumbing Code of the City of Norfolk.

Each toilet room shall contain the number and type of fixtures required by the Plumbing Code and at least one mirror, a towel dispenser, a toilet paper dispenser at each water closet, waste receptacle and suitable garment hooks. Where a toilet room has more than one water closet, a privacy screen shall be installed. Where the entrance to a toilet room is from a public space, door closers shall be provided and a privacy screen at the entrance installed so as to provide an appropriate degree of visual obstruction.

C202 Electrical Work

C202-1. All buildings shall be adequately wired in accordance with applicable codes and ordinances. Those buildings found to have inadequate or deteriorated wiring shall be

rewired to meet requirements for new buildings.

C202-2. Where practical, all wiring shall be in conduits and concealed from view in public spaces.

C203 Mechanical Work

C203-1 All office or retail commercial areas shall have, as a minimum, a central heating facility capable of sustaining a uniform inside temperature of 70 degrees F when the outside temperature is 20 degrees F. All heating devices and equipment shall have a recognized approval for safety and performance, including installation. All applicable codes shall be adhered to by the system.

C203-2 Where feasible, central air-conditioning should be provided to office areas as a part of the total heating and ventilation system for the building.

203-3 Chimneys and vents shall meet all applicable code requirements.

C203-4 Natural ventilation shall be provided to all utility spaces containing heating, air-conditioning and other equipment so as to prevent said spaces from circulating air to other parts of the building.

C203-5 All public spaces shall be provided with natural or

mechanical ventilation if not so ventilated by the heating or air-conditioning system, as required by accepted engineering practice and the applicable codes.

- C203-6 Where feasible, all ducts and equipment required to distribute air to the building should be concealed from view in public spaces so as to present a finished and pleasing appearance in the public areas of the building.
- C204 Plumbing Work
- C204-1 All buildings which require new plumbing shall have plumbing installed in accordance with applicable codes.
- C204-2 Existing plumbing must be in good operating order and of sufficient quality and in such a condition as to assure continued operation.
- C204-3 Each toilet room shall have at least one lavatory other than a janitor's sink. All lavatories and janitor sinks shall have both hot and cold water.
- C204-4 Water heaters shall be of sufficient capacity and designed to assure continued supply of hot water for the demand. Heater and installation shall comply with applicable codes.

C205 Design Goals

C205-1 The project seeks to rejuvenate each building to such a level that the building, when considered in relationship with its surroundings, will be well maintained, functional, compatible with its environment and pleasing in appearance.

C205-2 The project seeks to create an attractive environment for an industrial district composed of public and private spaces that will encourage commerce and industry in a convenient and pleasant manner.

C205-3 The project seeks to achieve an inter-relationship of the building masses, vehicular traffic and service spaces which will provide minimum conflict between these spaces and provide pleasant, well-defined urban areas.

C205-4 The project seeks to avoid visual clutter. Accordingly, utility connections, overhead wires, overhanging signs and other clutter, both private and public, shall be kept to a minimum by using underground connections where possible.

C206 Code Requirements

C206-1 Every existing building within the project area shall be required to comply with applicable Codes and Ordinances of the State of Virginia and the City of Norfolk.

C206-2 Each existing building shall be inspected for compliance with all applicable codes.

C207 Definition of Interior Space

C207-1 All interior spaces used in any building for the purpose of retail, wholesale, storage, service, manufacture, or other use, shall be considered subject to the Rehabilitation Standards.

C207-2 If an owner or a tenant finds that certain portions of the interior spaces or certain floors of a building are not necessary for present uses, such spaces or floors may be sealed off from the actively used interior spaces by acceptable barriers and be exempt from the requirements of these Rehabilitation Standards, provided an access panel is installed to such areas not exceeding nine (9) square feet in area and that all fire hazards, faulty wiring, structural defects or other deficiencies affecting the safety or appearance of the rest of the structure are eliminated or corrected.

C207-3 Buildings which contain any exempt interior space as provided in paragraph 2 above, may, in the future, be changed from an exempt status to an actively used status provided the Rehabilitation Standards are met for the space involved.

PLAN EXHIBIT NO. 4

DESIGN GUIDELINES

The City of Norfolk has identified several aspects of architectural and site design that should be recognized in the rehabilitation of existing structures and in new construction. The overall objective is to create architectural harmony throughout the Mid-Town Conservation District and to create an environment which is conducive to the growth of industry and commerce.

The intent of these guidelines is not to require particular architectural and site design features or dictate architectural styles. Rather it is to identify a range of design options which will encourage compatible development and discourage introduction of incompatible features. Economic feasibility and durability of proposed improvements, along with aesthetic harmony, are primary concerns.

The guidelines presented here are not fixed and immutable but subject to continuing study and revision as appropriate in the context of changing district conditions. These guidelines are supplemental and in addition to standards included in Plan Exhibit No. 3.

Plan review by the Norfolk Design Review Committee and City Planning Commission will be mandatory for those projects where property is purchased from NRHA. In all other cases the guidelines are intended to serve as a resource for property owners contemplating renovations or new construction and for use by NRHA staff in reviewing plans.

These guidelines address:

- a.) construction of new buildings; the focus of the guidelines is on the compatibility of new construction with adjoining properties, without dictating style or taste.
- b.) reconstruction, remodeling, and repairing existing structures; the guidelines seek to encourage restoration and adaptation in line with the original design concept of the building.

The design guidelines that follow are grouped into two general categories: site development and principal buildings.

SITE DEVELOPMENT

The guidelines for site development can be applied to either major renovation/site redesign projects or new construction. It is the intent of the site development guidelines to enhance the site and building; screen undesirable areas or views; and to establish acceptable relationships between buildings, parking and adjacent properties. An important element of site design is site use efficiency. That topic is covered separately in Plan Exhibit No. 5.

Orientation of principal buildings. All principal buildings within the Mid-Town Industrial area should have their principal facades orientated toward the street.

Setbacks from street. Though M-1 and M-2 zoning have no minimum yard requirements except when they adjoin other districts (see Zoning Ordinance City of Norfolk Section 360.6), it is recommended that a 5

foot minimum setback along the street frontage be provided wherever possible for landscaping.

Access to site. Ingress and egress to the site should provide for adequate turning maneuverability and should be clearly defined with full curbing. All driveways shall be paved in accordance with the rehabilitation standards.

Internal site circulation. This should be designed in such a way as to minimize the conflict between car and truck traffic and pedestrian traffic.

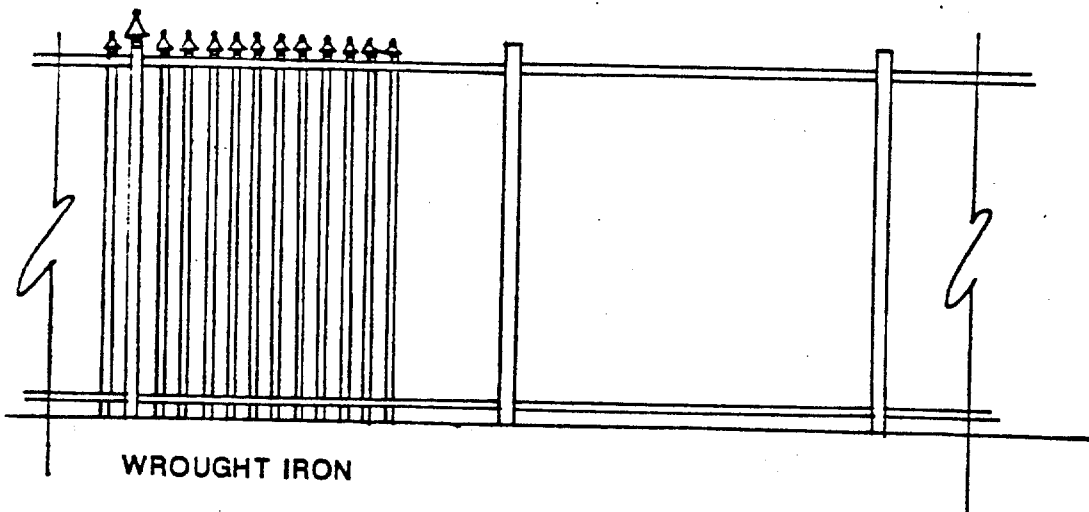
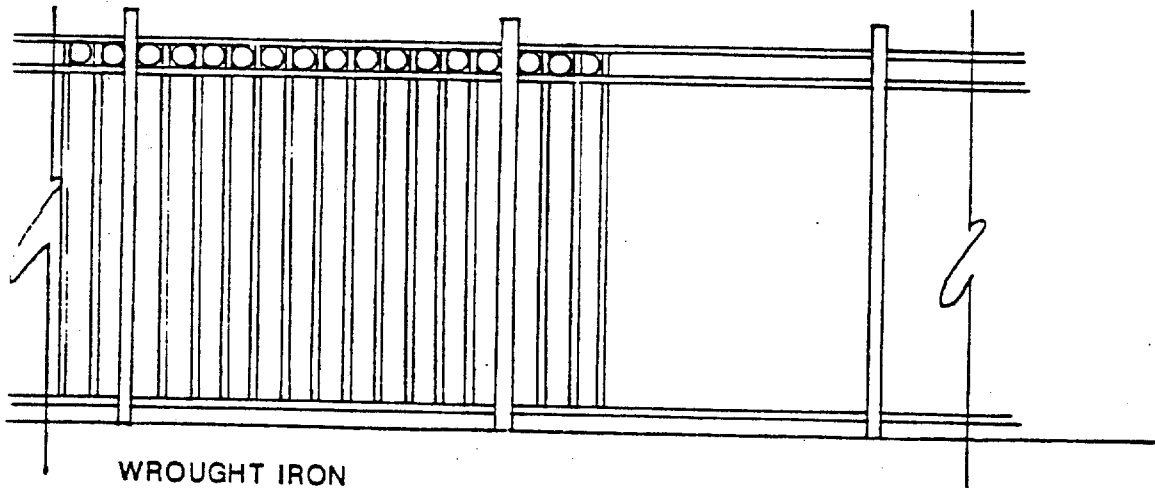
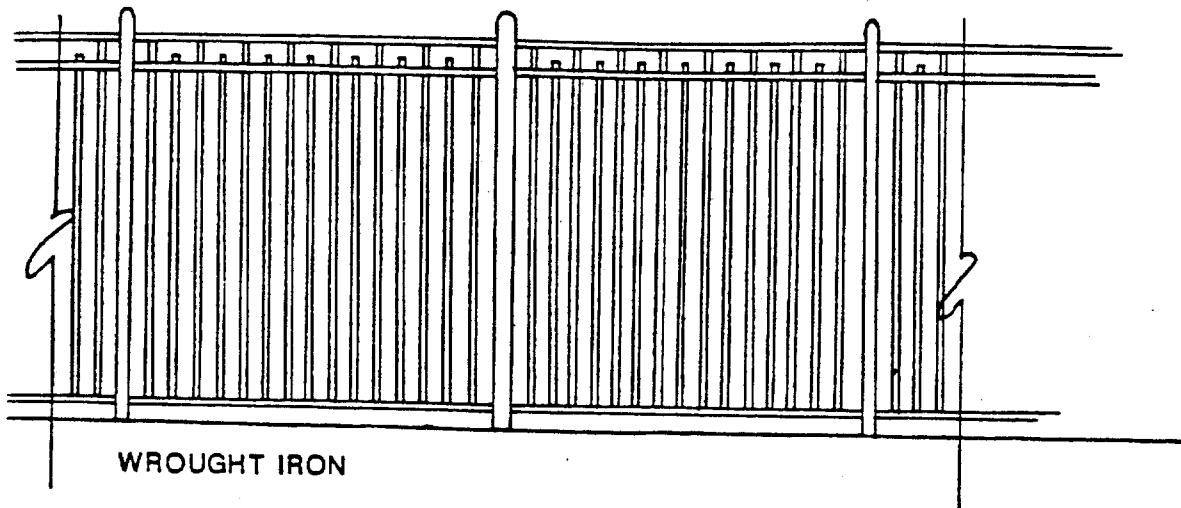
Loading zones. All loading docks should be located at such a point or places so they will accommodate all trucks without requiring maneuvering or protrusion into any streets during the time of loading or unloading. All loading should also be provided to the rear or least visible area of the site if possible, especially on lots visible to major thoroughfares. Loading docks should also be in an area where there is no conflict with pedestrian traffic.

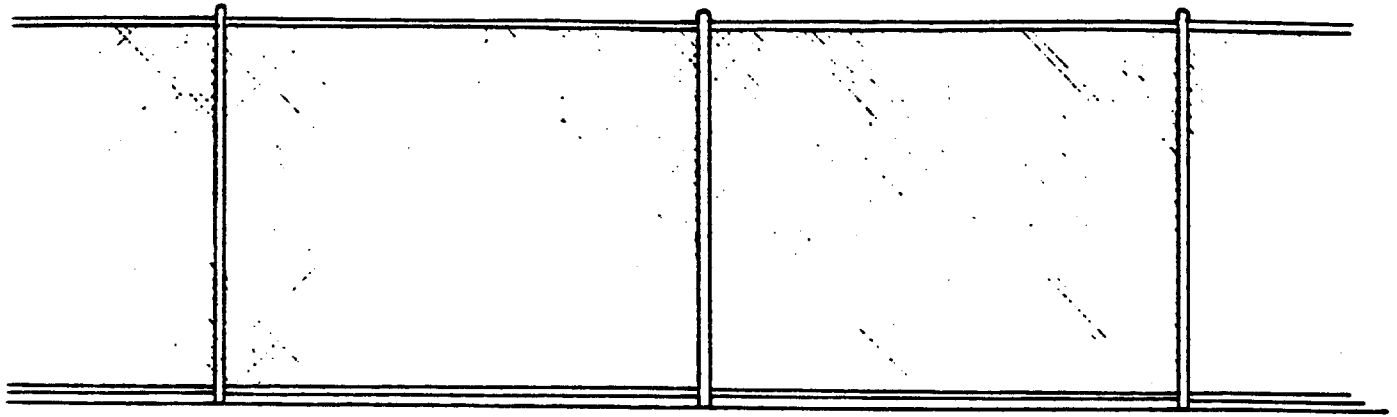
Parking. Parking areas for employees and customers should relate to building entrances and be no closer than five feet to the property line so as to provide a landscape buffer strip to screen the parking area. The parking area surface should be of concrete, asphalt, bituminous, or other such material, have full curbing and be properly striped. Pedestrian conflicts with vehicular traffic should be minimized.

Storage areas/fences. It is desirable in developing a new site design or redesign to locate the storage area in an area not visible from the public right-of-way or residential district. Understanding that circumstances will not always allow this fencing and/or screening is desirable: 1) where storage yards are directly adjacent to the street and 2) where they are adjacent to a residential district.

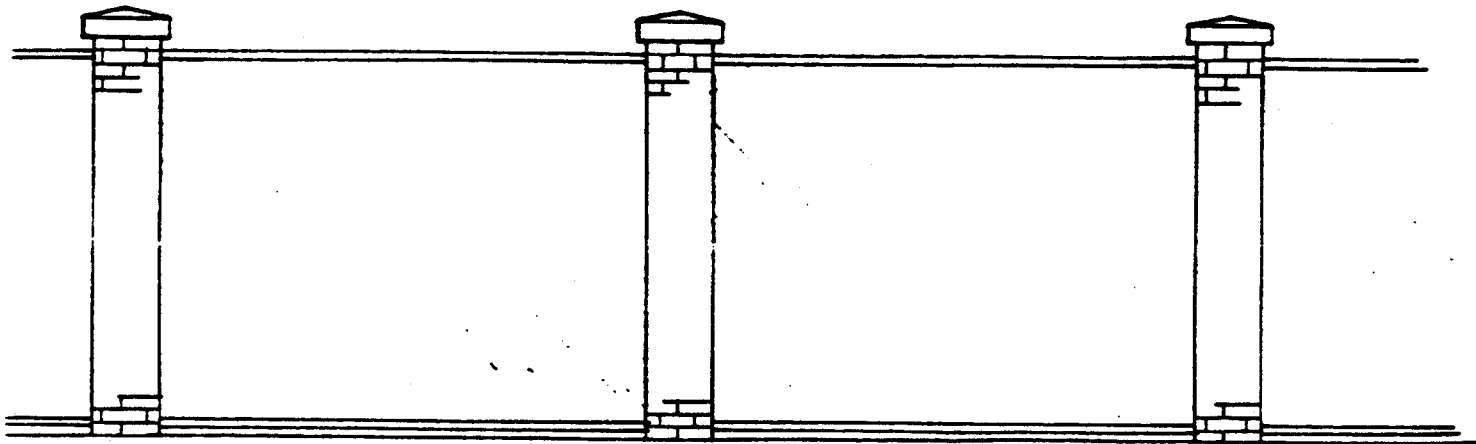
For storage yards adjacent to the street, maintaining a view of the storage yards from the street is usually necessary to insure that the police can adequately patrol the area by car. In this case, full screening of the storage yards from the street might not be appropriate, and any decision to fully block the view of the storage yards is left to the property owner.

Several alternative fence designs have been developed that will still allow visibility to the storage yard but are more aesthetically pleasing than the traditional chain link fence. The following sketches show a variety of fencing styles which might be appropriate. Vinyl clad chain link (preferably black) is less visible than the usual galvanized chain link, and the use of brick piers can provide a more decorative look. The addition of a low brick wall can also improve the business's appearance while minimally blocking the view of the storage yard. Another alternative is the use of wrought iron instead of chain link for the fencing material. A business owner could add landscaping along the fence line to any of the above alternatives to partially screen and distract from the view of the

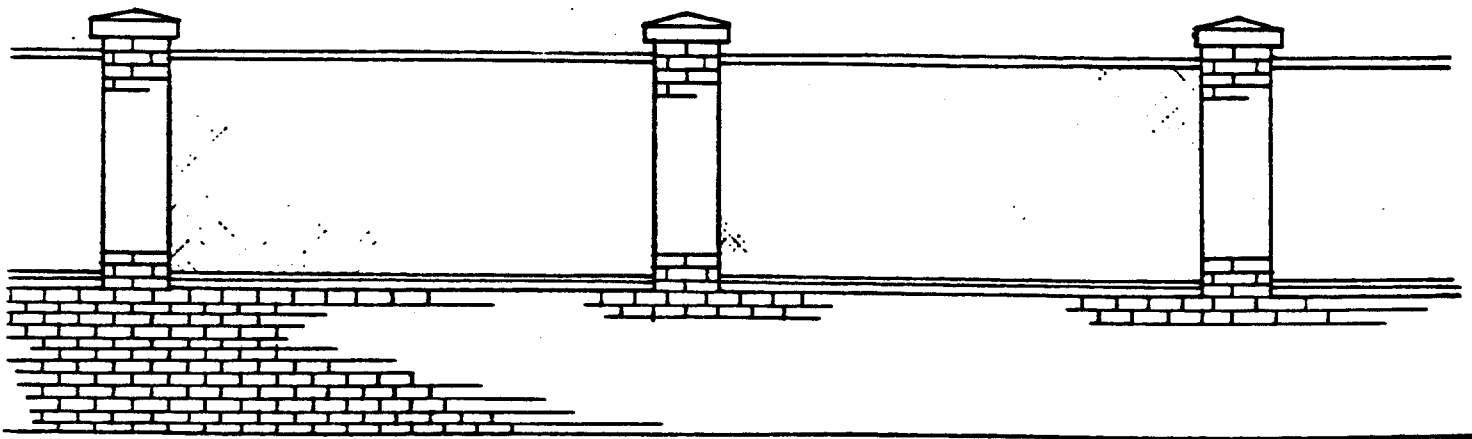




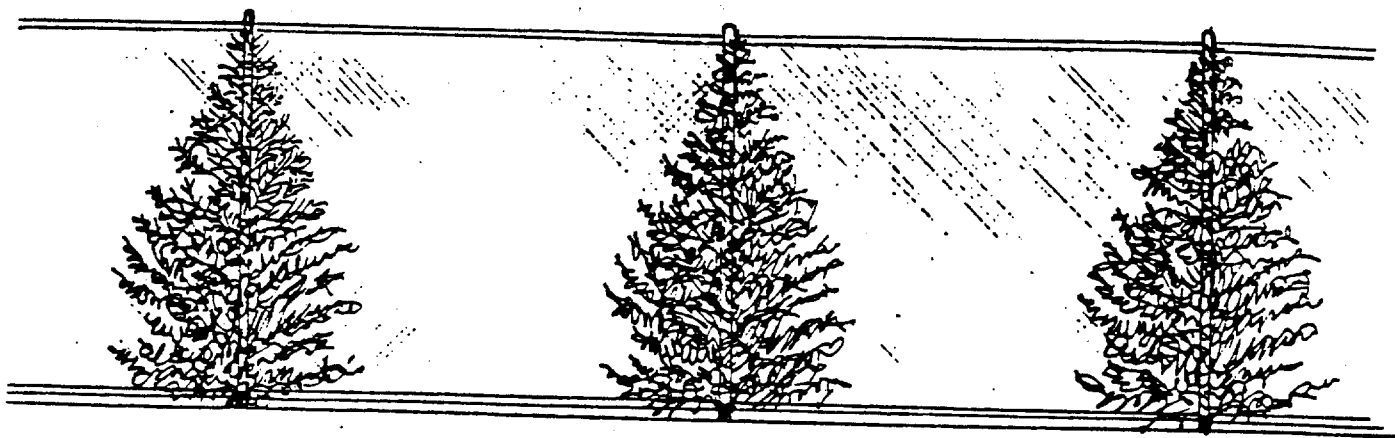
VINYL CLAD CHAIN LINK



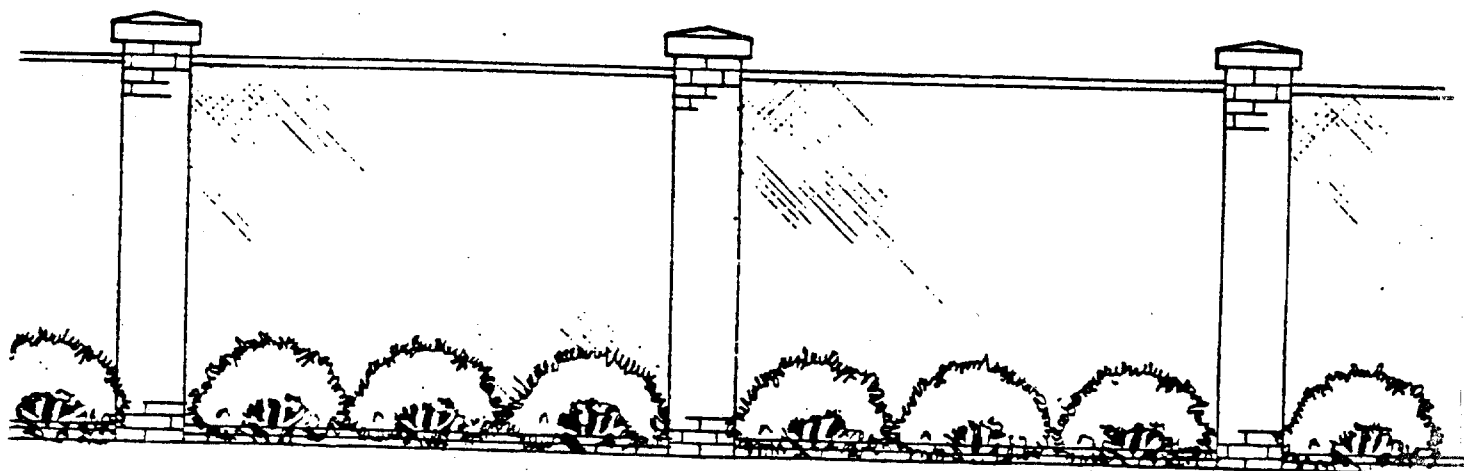
VINYL CLAD CHAIN LINK WITH BRICK PIERS



VINYL CLAD CHAIN LINK WITH 3' BRICK WALL AND BRICK PIERS



VINYL CLAD CHAIN LINK WITH LANDSCAPING



VINYL CLAD CHAIN LINK WITH BRICK PIERS AND LANDSCAPING

Location and design of accessory buildings. Accessory buildings should be located within close proximity to the functions they serve. The design of the accessory building should relate architecturally to the principal building.

Landscaping. Landscaping should become an integral part of the site plan. All open areas on any parcel not used for buildings, storage, parking, access roads, and loading areas should be graded and drained, and should be seeded and maintained in grass or other suitable groundcover as required by the rehabilitation standards. The open areas should further include shrubs and trees to provide an aesthetically pleasing setting for the buildings and to screen parking, loading, and storage areas. Where there are large expanses of hard surface material such as parking areas, it is desirable to break up the area with landscaped islands containing large shade trees.

The landscaped areas should be properly maintained and replacement materials should be provided when necessary.

Lighting. Properties should be adequately lit but intensities should be controlled so that neighboring areas will not be adversely affected by glare or excessive direct light.

Mechanical equipment. Mechanical equipment should be located so that it is not visible from the public right-of-way.

Roof top mechanical equipment should be adequately screened behind a parapet wall. Ground mounted mechanical equipment should be to the rear of the project or adequately screened with an architectural element or landscaping.

PRINCIPAL BUILDINGS

Scale

The relative proportion of a building to neighboring buildings, or of a building to a pedestrian observer, or of a building to its surroundings in general, is the building's scale. Scale does more to determine the visual impact of a structure than does any other single aspect of building design. To create harmony and compatibility among the buildings in the Mid-Town Industrial area attention should be focused on the building massing and floor elevations.

Building massing. On new construction, buildings should be a simple geometry with appropriate window and door proportions.

Floor elevations. On new construction, the first floor elevation above the street curb, the entrance door sill elevation, and the floor-to-floor elevations within the building should reflect the average of comparable elevations of the adjacent buildings if at all possible.

Facades

Another aspect of building design that contributes significantly to the collective scene is the treatment of the building facades.

Though the existing facades in the Mid-Town Industrial area for the most part have no current existing continuity, it is desirable to work towards achieving continuity in facade designs through new construction and renovations to existing buildings. All four sides of a building should receive equal design consideration since in many cases they are all visible from the neighborhood or public right-of-way.

Window treatment. Windows in a structure should relate to each other on each elevation, vertically and horizontally in a clearly defined order. Windows should also relate to the interior activities of the structure. Areas that contain office space and are accessible to the public would have more windows than those areas used for manufacturing or warehouse use.

For buildings that are being renovated it is important how existing windows that are no longer desirable be treated. Several options for the treatment of those windows are available.

The first choice would be to maintain the window opening with glass. If that is not functionally acceptable fake windows should be considered. With a fake window it would appear that a window opening still exists and the proportions and rhythm of the facade would be maintained. If security reasons are dictating the closing of a window(s) iron grills should be considered. It is not desirable to brick in or cover existing window openings with sheet metal or wood.

Door treatment. Door openings should relate to the window openings.

Architectural details. For the few older industrial buildings in the Mid-Town Industrial area their architectural details such as cornices, etc. should be maintained whenever possible.

On new construction architectural detailing can add aesthetic appeal and create additional relief to an otherwise "flat" facade.

Signage. Signage can work to unify an area's visual impact with consistent placement and design. It is desirable that signs be located on the principal facade or at curbside. Signs should identify the name, business, and/or products of the firm occupying the premises. Signs should not be painted directly on the wall and when attached to a wall should relate architecturally. Freestanding signs should also relate architecturally to the building.

Materials and Colors

Consistency of materials and colors in new construction and renovation work can help to unify the visual impact of an area. It is not the intent to create monotony but to recommend materials that will help to ensure quality development and create an aesthetically pleasing environment in the Mid-Town Industrial area.

Existing finish. It is recommended that for new construction and renovation work that at least the facades of buildings facing either a public right-of-way or neighborhood be constructed of masonry

material, its equivalent, or better. Finishing a building in brick would be the optimum choice.

If a building is constructed of light weight aggregate, or concrete block, the joints should be tooled or pointed and the walls covered with a waterproofing paint. Walls finished in brick should not be painted.

A minimum of different types of exterior materials on one building should be used. Where there is a transition between changes in materials, it should be appropriately detailed to acknowledge the transition.

Use of color. Colors should be kept in the earth tone range to blend with natural materials such as brick. It would be acceptable to have stronger accent colors.

All appurtenances such as drain pipes, stacks from the roof, etc. should be painted the same color as the area they are up against or extending from.

PLAN EXHIBIT NO. 5
SITE USE EFFICIENCY GUIDELINES

INTRODUCTION

Many of the businesses in the Mid-Town Industrial Conservation Area do not use their land efficiently. Some businesses have excess land while the operations of others spill onto adjacent properties or public rights-of-way. The internal arrangement of many facilities is haphazard and disorderly, resulting in less efficient business operations.

The intent of this program is to provide site analysis and site design advice to existing and proposed businesses in order to stimulate more efficient and productive use of the property available to those businesses. The site use efficiency program is a voluntary process through which NRHA staff will assist a business owner with the development of a dimensioned site layout based upon the needs of his operation. This process can be used by a business owner planning to construct a new facility or planning to renovate an older one. In addition, it can be used for the evaluation of existing operations to insure that the business is making the most effective use of its land.

The design guidelines, contained in Plan Exhibit No. 4, complement this program. Together, the design guidelines and site use efficiency program will help business owners to develop facilities that are both functional and attractive.

PROCESS

- I. Assess existing needs
 - A. Indoor - office space, storage areas, other work areas
 - B. Outdoor - accessory structures, work areas, storage yards, employee/visitor parking, loading zones, vehicle maneuvering zones, setbacks/landscaping areas
- II. Assess future needs
 - A. Is expansion a possibility?
 - B. Which areas might require expansion?
- III. Determine site size required for existing and anticipated needs
 - A. Is site large enough? If not, consider possibility of parking off-site, relocation to another site, or acquisition of adjacent property.
 - B. Is there excess land? Is it large enough to sell off? If not, how will it be used?
- IV. Develop a dimensioned site layout
 - A. Take into account:
 1. Location of existing structures if applicable and possible alteration to structures that might result in more efficient operations;
 2. Locational needs for future expansion;
 3. Location of drainage and utilities;

4. Current zoning regulations, rehabilitation standards, and any other applicable codes; and
 5. Design Guidelines.
- B. The site layout should meet the following objectives:
1. Allow for an efficient circulation pattern as dictated by normal operations.
 2. Allow adequate room for easy vehicle/machinery maneuvering.
 3. Provide loading zones such that trucks do not block City streets or access onto the site.
 4. Provide off-street truck waiting areas if necessary.
 5. Provide adequately sized access onto the site, taking into account the type of vehicles requiring access.
 6. Locate parking such that pedestrian and vehicular conflicts are minimized.
 7. Provide an adequate separation between parking areas and active storage/work areas.
 8. Provide a separate building entrance for vehicles/equipment and pedestrians.

